TRANSPORTATION DISTRICT 2

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TECHNICAL BULLETIN

Volume 12, Issue 4
May/June 2004

Traffic Impediments

Inside this issue:

Special points of interest:

- Entering the start and end dates are critical for posting on the Statewide Construction Map.

Closures and Restrictions appear on the Statewide Construction Map that is distributed to the DOT and the traveling public. Impediments will appear in the Project Tracking system and are used by district staff, the DMV oversize permits unit, State Patrol and others throughout DOT.

Project field engineers are required to fill in Traffic Impediments through Field Information Tracking (FITS) as it relates to the project roadway and/or structure being restricted as defined below:

Closure - Detour of all or any part of a project.

Restriction -

1. Lane restriction: If any lane is closed.
2. Width restriction: Any highway project where the lane or shoulder width is less than what is listed in the STN log.
3. Height restriction: Any highway project where the available height along the roadway is decreased from its current clearance.
4. Weight restriction: Any highway project where the maximum weight is altered from what is currently posted for the project.

Inconvenience - Something that affects the flow of traffic that is not listed above (i.e. Periodic one lane closures lasting less than one day with flag persons such as shoulder or gravel operations).

Note: Entering the start and end dates are critical for posting on the Statewide Construction Map.

Please refer to the Traffic Inconvenience instruction located in the District 2 Forms directory of Pantry Software, as well as chapter 11.11.5 of the Construction and Materials Manual. Please contact Sandi Villiesse of the Contract Administration Unit (262) 548-8649 with any questions or concerns.

**Traffic Impediments can be added to contracts even before they are installed on your field computers. They are accessible from the Construction Services Finals Unit anytime for you to update, following the award of the contract.

Steel Price Adjustment Policy

Below is the WisDOT Statewide Steel Price Adjustment Policy as of 4/20/04. Please use this policy when dealing with existing contracts and when setting up new contract proposals:

Materials purchases are complicated, private transactions between suppliers and contractors that can involve volume discounts, price cuts or adjustments and rebates. It is very difficult for WisDOT to accurately know or calculate increases or decreases in material costs between contractors and suppliers.

Looking backward, our contract language does not allow contract price adjustments for any type of material cost changes throughout the life of a contract. It does however allow for an excusable delay for "extraordinary delays in material deliveries the contractor or their suppliers cannot foresee or forestall…" (108.10.2.1(3)2.)

Looking forward, WisDOT will not take any action regarding placing any type of index price adjustment or escalation clauses in new contracts unless future bid pricing indicates contractors can not properly assess the pricing risks when bidding steel related items.

WisDOT continues to closely monitor this critical pricing issue and will only revise this policy if conditions change to warrant such in the future.

(Note to Designers: If there is a specific large project where the amount of steel items would present a potential risk of very large price overruns in the bidding process, please contact Don Greuel in DTID-BHC to discuss whether it may make sense to consider placing contract language in this one bidding proposal to help minimize these potential large price overruns.)

"Routing and sealing the shoulder joint is expected to resolve early distress problems found on many projects throughout the state."

Pavement Edge Joint Sealing

The Bureau of Highway Construction is recommending that the joint between the asphaltic shoulders adjacent to PCC Pavement be routed and sealed, as a part of construction. STSP 415-100 should be added to projects beginning with the quarterly PS&E date of July 1, 2004. Along with the STSP, designers need to add the construction detail showing the routing and sealing requirements. For DOT staff the construction detail is located in Microstation Filing Cabinet at: DE_SDD \routeandseal.dgn. Consultants can contact their DOT project manager to request the construction detail. The construction cost of the route and seal is estimated to be between $0.50 to $0.75 per linear foot depending on project location and quantity.

Routing and sealing the shoulder joint is expected to resolve early distress problems found on many projects throughout the state. A study involving 133 projects and 289 project segments were evaluated. It was determined that sealing of these joints can delay the deterioration of the shoulder joint by as much as 6 years.

For further information or if you have questions, please contact Steve Krebs (608) 266-3721 or by email at steven.krebs@dot.state.wi.us.

New Seed Mixes

The 2003 edition of the Standard Specifications for Highway and Structure Construction contains a new Seed Mix 70 (revised from the Seed Mix 70 in the 1996 edition) and new Seed Mix 70A. Both of these seed mixes are primarily composed of native grasses and wildflowers. They are intended to be used in areas where it is desirable to re-establish native species on the project, either for aesthetic or environmental reasons. They are particularly appropriate in instances where the DNR liaison requests a native seed mix that is compatible with plant communities beyond the right-of-way. They were not, however, intended to be used primarily for erosion control or for other large-scale uses on highway rights-of-way for several reasons:

- They are relatively expensive because of the wildflower component. It is not necessary that an erosion control seed mix contain wildflowers, especially when the areas are often not visible from the highway so they cannot be enjoyed by travelers. If the seeding takes place on the in-slopes, periodic mowing may preclude the wildflower plants from flowering anyway, depending on the timing of the mowing in relation to the phenology of the plant.

- Wildflower seed germinates most effectively if it is dormant-seeded in the fall so that it goes through a cold stratification process over the winter to soften up the hard seed coat. This may require that temporary seed be used in the likely event that ground cover for erosion control needs to be established earlier in the season.

- Diverse native grass/wildflower mixes like 70 and 70A require 2-3 years of management after seeding. These mixes should only be planted if District PDS staff are willing to commit the resources necessary to do this management and SPO staff are willing to make the same commitment for any necessary follow-up management.

For these reasons, two additional seed mixes have been developed:

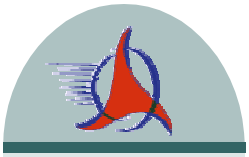
630.0175	Seeding Mixture No. 75	LB
630.0180	Seeding Mixture No. 80	LB

630.00175 - Seeding Mixture 75 is designed to be used for erosion control purposes and can be seeded at any time during the growing season. This mix consists almost entirely of native grasses along with a couple of inexpensive, easy-to-grow wildflower species. It should be used in conjunction with the 630.0400 Seeding Nurse Crop item as described in Section 630 of the Standard Specifications.

630.0180 - Seeding Mixture No. 80 consists of a combination of relatively salt tolerant native and non-native species and is intended to be used on in-slopes. The species in this mix are non-invasive so it should be especially suitable for areas where the DNR liaison or others have concerns about adjacent natural areas. This mix should also be used in conjunction with the 630.0400 Seeding Nurse Crop item.

These seed mixes will be included with the Supplemental Specifications to be issued in June 2004 and will become effective with the November 2004 letting. If used prior to that, they should be given a SPV.0085 SPECIAL (LB) series item number with a supplemental description of Seeding Erosion Control or Seeding In-slope.

If you have any questions, please contact either Dick Stark, richard.stark@dot.state.wi.us, (608) 266-3943] or Gary Birch, gary.birch@dot.state.wi.us, (608) 266-1017.



"Seeding Mixture 75 is designed to be used for erosion control."

"Seeding Mixture No. 80 is intended to be used on in-slopes."

Best Practices Shows Results

"Best Practices for Reducing Last Minute Changes in Design" was published in this bulletin in March of 2003. It listed seven practices that could be used by project development and real estate to prevent last minute changes in design and plats.

In July of 2003, the plat unit's records showed that over the past four and one half years the district was averaging a parcel change rate of 74%. That is, 74 percent of all parcels shown on all plats had to be changed for some reason.

The D-2 best practices committee set a goal of reducing changes by 35%. This would mean that D-2 is now aiming specifically aiming for a 39% change rate.

As of January 2004, the plat unit's records show that the current change rate of all parcels is down to 62%. That's about 1/3 of the district goal. A 12% reduction in changes is definitely a step in the right direction.

Since the best practices program wasn't entirely implemented on a statewide basis until about January 2002, the reduced change rate can be attributed to applying only pertinent best practices to projects in the middle of the development process. None of the plats looked at to date were associated with projects scoped after January 2002. Projects scoped after the January 02 date would be subject to most of the best practices over their entire development process and therefore would probably show an even greater reduction in the change rate.

KEEP UP THE GOOD WORK D-2!!!!

Questions or comments to Bob Roszkowski, Design Administration, 262-521-5457.

Transportation District 2

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Click on the Technical Bulletin Link

INCREASING PRODUCTIVITY

Statewide Technical Committees

When you may need specific technical issues discussed at statewide technical committees meetings, the following district personnel are members of technical committees and are the point of contact.

Structure Committee: Phil Ciha
Grading and Landscaping Committee: Allen Gilbertson
Pavement Committee: David Buschkopf
Erosion and Storm Water Committee: Reem Ali Shana
Hot Mix Asphaltic Committee: Len Makowski
Automated Construction Management Committee: Sandi Villiesse, Laura Jones
Rigid Pavement Technical Oversight Committee: Todd Peschke
Flexible Pavement Technical Committee: Len Makowski
Technology Advancement Steering Committee: Scott Ahles